3.1 AESTHETICS

The purpose of this section is to describe the existing aesthetic environment and analyze potential project impacts on the aesthetic character upon implementation of the Proposed Project. Consideration of public scenic vistas and views, impacts on scenic resources and the introduction of new sources of light and glare are also included in this section. Analysis in this section is based on site reconnaissance conducted by RBF Consulting in September 2005; aerial photographs; preliminary schematic designs prepared by HOK and CH2M HILL; the *City of Long Beach General Plan Land Use Element* (July 1, 1989 [revised March 1, 1990]); and the *Development and Use Standards for the Long Beach Airport Terminal Planned Development Plan* (September 7, 1997).

3.1.1 EXISTING CONDITIONS

Long Beach Airport

The Long Beach Airport (Airport) totals approximately 1,166 acres and includes five runways and Terminal and airport support facilities. Airport support facilities include commercial storage, general industrial, light industrial and medium industrial uses, generally located at the northeastern, eastern, southern and western portion of the project site.

The existing terminal facilities (where the majority of the Proposed Project improvements would occur) are located on the eastern portion of the project site. Uses within this area include the Terminal Building, holdrooms consisting of a south boarding lounge (permanent structure), a second south boarding lounge and a north boarding lounge (both temporary trailer structures), the TSA's temporary structure and covered-outdoor baggage screening area, covered-outdoor baggage belt, covered-outdoor baggage claim, safety offices, buildings housing electrical equipment, other temporary structures utilized for airport activities, a parking structure, and surface parking facilities. Surface parking is provided in lots east of the Terminal Building, between the terminal and Lakewood Boulevard. Airport service facilities are located both north and south of Donald Douglas Drive. Donald Douglas Drive intersects with Lakewood Boulevard and loops in front of the Terminal Building and around the parking structures and a portion of the surface lots. The Terminal Building is a white, two-story structure with the old air traffic control tower extending another two stories above the first two floors. The terminal area facilities total approximately 56,320 square feet. A four-story parking structure is located immediately east of the Terminal Building and south of a surface lot used for rental cars. Two temporary structures are located within the car rental lot: a building for car rental companies (used for customers and offices) and an office used by AMPCO, the operator of the parking lots. On the airfield side, uses include 10 aircraft parking spaces for the commercial carriers, a general aviation tie down area on the Million Air site to the north, and aircraft parking for Gulfstream manufacturing to the south.

The Proposed Project would also include Parcel O, a seven-acre site located at the southwest portion of the airport. However, only about 6.0 acres of Parcel O are developable for tie-down and hangar use. The location of Parcel O is depicted in Exhibit 2-7, Location of Parcel O.

Surrounding Land Uses

The area surrounding the Airport is generally urban in character. I-405 and several roadway arterials surround the Airport. Surrounding uses include the Skylinks Golf Course, residential uses, and the Airport Business Park to the east, and industrial and commercial uses to the

south and west. The terminal area is generally not visible from surrounding residential uses because of intervening development and the Skylinks Golf Course. The City of Signal Hill is located to the southwest and is at a higher elevation than the Airport.

The existing Boeing property and industrial uses in City of Lakewood are located north of the Airport. On December 14, 2004, the Long Beach City Council approved the Douglas Park reuse plan for a portion of the Boeing property. That plan provides for 261 acres of mixed-use development, including 3.3 million square feet of commercial and office space, 200,000 square feet of retail space, 1,400 residential units, 400 hotel rooms, and 11 acres of park uses.

Light and Glare

There are two primary sources of light: light emanating from building interiors that passes through windows and light from exterior sources (i.e., street lighting, building illumination, security lighting, and landscape lighting). Light introduction can be a nuisance to adjacent areas, diminish the view of the clear night sky, and if uncontrolled, can disturb wildlife in natural habitat areas. Perceived glare is the unwanted and potentially objectionable sensation as observed by a person as they look directly into the light source of a luminaire. Light spill is typically defined as the presence of unwanted light on properties adjacent to the property.

Current airport facilities within the Proposed Project site produce light and glare typical of urban areas. Interior and exterior lighting is currently associated with the existing terminal facilities. In addition, the parking lots and parking structure contain security lighting. Donald Douglas Drive also contributes to light sources on-site with streetlights and headlights from the vehicles traversing the roadway. However, it should be noted that FAA has rules and regulations pertaining to minimizing glare and shielding of lighting from pilots. Parcel O is vacant and does not generate any light and glare.

Related Planning Programs

City of Long Beach General Plan – Scenic Routes Element

The *City of Long Beach General Plan* includes the Scenic Routes Element, which addresses the subject of aesthetics and physical design of roadways. It is closely related to the Open Space Element and lays the groundwork for aesthetic considerations. The Scenic Routes Element contains the *Conceptual Plan of Scenic Routes* exhibit. Lakewood Boulevard (located immediately east of the Proposed Project site) is a recommended Scenic Route. The following policies from the Scenic Routes Element would apply to scenic routes.

- *Develop land use regulations and apply standards to control and enhance the quality of new and existing development within the scenic corridors of designated routes.*

- *Require the development and use of aesthetic design considerations in any necessary modifications of roadways and appurtenances for the enhancement of all designated scenic routes.*

- *Increase the visibility of aesthetic features, natural and man-made, to develop a better awareness of the observer's location within the City and a better understanding of the City's function and meaning.*

The Scenic Routes Element also includes Criteria and Standards that identify scenic corridor criteria, and design standards for structures, signing, landscaping, views, utility lines, traffic flow, and bike routes.

Historic Long Beach Airport Building: New Construction Considerations

The Airport Terminal building is considered a local historical landmark. Therefore, any new construction proposed adjacent to the Airport Terminal Building or attached onto it would be required to comply with the requirements of the May 7, 1991 MOU adopted by the Cultural Heritage Commission and the City Council. The MOU outlines provisions for implementing improvements to the Airport Terminal Building. As previously indicated and more fully discussed in Section 3.3, Cultural Resources, the Secretary of the Interior's Standards for Rehabilitation (Standards) have been attached to the MOU.

Zoning Ordinance

The project site is zoned Planned Development 12 (PD-12). Development regulations for PD-12 are defined in the *Development and Use Standards for the Long Beach Airport Terminal Planned Development Plan* (*Development Plan*). Exhibit A of the *Development Plan* identifies the Project site as Subarea 1. Uses within Subarea 1 include, but are not limited to, Airport Terminal Building and other terminal facilities; Airport and aviation-related commercial office; research, assembly, manufacture, testing, and repair of aviation-related components, devices, equipment and systems; and other similar and compatible uses approved by the Director of Planning and Building. The following are the relevant development standards from the *Development Plan* that apply to the aesthetics issues.

A. Building Siting. All buildings shall be arranged on their site to provide views between buildings, to avoid the impression of a wall of buildings adjacent to any public right-of-way and to encourage views of the airport Terminal Building.

B. Parking Structures. All parking structure roofs shall be designed to carry landscaping in planters. Independent and separate pedestrian access shall be provided from all parking structures to all surrounding principal uses. All parking structures shall be architecturally compatible with the existing Terminal Building. Exterior facades should be articulated so that there is relief from long uninterrupted horizontal and/or vertical lines.

   No parking structure shall be located so that the line of sight from Donald Douglas Drive approaching the Terminal Building is disrupted. A special height restriction shall limit any parking structure opposite the Terminal Building to 32 feet. Forty-three feet shall be the maximum height allowed for any other parking structure.

C. Building Heights. All buildings shall be subject to the conditions contained in the limits mandated by the Federal Aviation Administration so that no building shall exceed the height limits imposed by the Federal Aviation Administration FAR Part 77. All building heights should be integrated with a total design concept and shall be related to the existing and planned developments of the plan area.

   Terminal Building. The existing Terminal Building has been designated a City of Long Beach Historic Landmark and shall not be expanded. The unique architectural features of the building (rounded corners, curved walls, tile floors, extensive use of glass) shall be preserved. External improvements to the Terminal Building (with the exception of

exterior refurbishment) shall be limited to the creation of passenger holding room facilities (to include waiting areas, gift shop and food service) and passenger concourse connector(s) with or without security check-in facilities and security office. The existing baggage claim area may be relocated and enlarged to accommodate an increase in space requirements related to an approved increase in flights. The external improvements to the Terminal Building shall be designed so that the architectural treatment of these facilities will be consistent with and in harmony with the existing Terminal Building.

Reflective glass. The City requires that a 20 percent reflective glass threshold be met. However, at the time of this Analysis, the Proposed Project contains only conceptual design features and, therefore, cannot definitively determine if the Proposed Project meets the 20 percent reflective glass threshold. Buildings designed with reflective glass are required to submit reflection studies showing sun and reflective glare patterns and their effect on ground and air transportation. Such studies are submitted in conjunction with Site Plan Review. Mirrored reflective glass shall not be used as a major façade element. Metal buildings shall not be allowed along the street frontage of any public street.

3.1.2 IMPACT ANALYSIS

Thresholds of Significance

Impacts to aesthetics would be considered significant if:

- Components of the project would be inconsistent with applicable plans and policies as set forth by the General Plan, Zoning Ordinance, and Planned Development Ordinance.
- The project would substantially degrade the existing visual character or quality of the site and surroundings.
- The project would adversely impacts views of the existing Terminal from the airfield and the street.
- The height and massing of structural elements of the project would not be compatible with the existing historic Terminal Building and nearby residential neighborhoods.
- The project includes reflective glass with a reflectivity greater than 20 percent.

Impact Analysis

Proposed Project

Threshold 1: ***Impacts to aesthetics would be considered significant if components of the project would be inconsistent with applicable plans and policies as set forth by the General Plan, Zoning Ordinance and Planned Development Ordinance.***

Construction Related Impacts

The construction activities themselves would not trigger a significant impact associated with inconsistency with applicable plans and policies. The plans and policies address the development rather than the construction activities themselves. The consistency of the Proposed Project is addressed below. There would be no significant impacts and no mitigation measures would be required.

Project Related Impacts

City of Long Beach General Plan Scenic Resources – The *City of Long Beach General Plan* includes the Scenic Routes Element, which identifies Lakewood Boulevard (located immediately east of the project site) as a recommended Scenic Route. Though not an adopted Scenic Route, the Proposed Project would comply with the policies of the Scenic Routes Element. The proposed improvements would be consistent with the Development Code and all historical resource restoration requirements resulting in a development that would enhance the quality of the new and existing terminal facilities. The Proposed Project includes the extension of the southern segment of Donald Douglas Drive to connect to Lakewood Boulevard, a designated Scenic Route. However, only right turns onto Lakewood Boulevard would be allowed from this new portion of Donald Douglas Drive. This would include the preservation of viewsheds and enhancement with landscaping. Finally, design of the Proposed Project would ensure the visibility of the historical aesthetic character of the Terminal Building. The proposed additional square footage serving the terminal uses would be located to the west of the existing Terminal Building, thereby ensuring the improvements do not diminish the architecturally significant exterior elements of the Terminal Building. Additionally, the view corridor upon approach to the Terminal Building would not be obstructed. Therefore, there would be no impacts associated with Lakewood Boulevard, should be become an adopted Scenic Route.

Views of Parcel O would not be visible from any designated scenic routes. Therefore, there would be no impact associated with the proposed development of this area.

Historic Long Beach Airport Building: New Construction Considerations – The Terminal Building is considered a historical resource and therefore alteration of the physical characteristics of the building or obstruction of views of the Building would be considered a significant impact.

The May 7, 1990 MOU adopted by the Cultural Heritage Commission and the City Council pertaining to new construction adjacent to or attached onto the Terminal Building that recommends the Secretary of the Interior's Rehabilitation Standards be followed. Complying with the Standards, impacts to historic resources, in this case for the Terminal Building, would not occur. Of the four treatment approaches, only rehabilitation includes an opportunity to make possible an efficient contemporary use through alterations and additions. Rehabilitation can generally be described as making the necessary changes to a building to allow for its new or continued use in a contemporary manner.

For the new work proposed for the Terminal Building, it is recommended that the form and detailing of those architectural materials and features that are important in defining the Terminal Building's historic character and which must be retained in order to preserve that character be identified and prioritized in order of importance. These key features, which may include exterior and interior spaces and elements, are called character-defining features. Standard Condition 3.3-3 (Section 3.3.3) requires that final design of the any modification that effect the Terminal Building receive a certificate of appropriateness from the Cultural Heritage

Commission. This process, which is in compliance with Chapter 2.63 of the Municipal Code, ensures that the final design satisfies the criteria outlined in the memorandum of understanding (MOU) adopted by the City Council and Cultural Heritage Commission pertaining to modifications to the Terminal Building. The character-defining features are further discussed in Section 3.3, Cultural Resources.

As illustrated in Exhibits 3.1-1 and 3.1-2, the redevelopment of the terminal area facilities would not alter the historic character of the Terminal Building. The new terminal facilities would be set back from the Terminal Building and would be at a lower height and scale than the Terminal Building. The historic character would be replicated within the terminal facilities, with the linear extensions mimicking the aerodynamic design of the Terminal Building. In addition, improvements to the interior of the Terminal Building would potentially include removing the existing carpeting to reveal the historic mosaics on the main concourse of the first floor. The mosaics, which have been covered with carpet and possible linoleum, are similar to the mosaics that are visible on the intermediate stair landings and the corridor on the second floor. Finally as previously indicated, all development would be required to comply with the MOU which is based upon the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings (Standards). As indicated above, of the four treatment approaches provided in the Standards (preserving, rehabilitating, restoring, and reconstructing), only rehabilitation includes an opportunity to make possible an efficient contemporary use through alterations and additions.

Construction of any new buildings immediately adjacent to the Airport Terminal Building or any exterior additions on the building are permissible; however, such work should not radically change, obscure, or destroy the character-defining spaces, materials, features or finishes. Therefore, the following considerations should be made pursuant to the Standards for Rehabilitation:

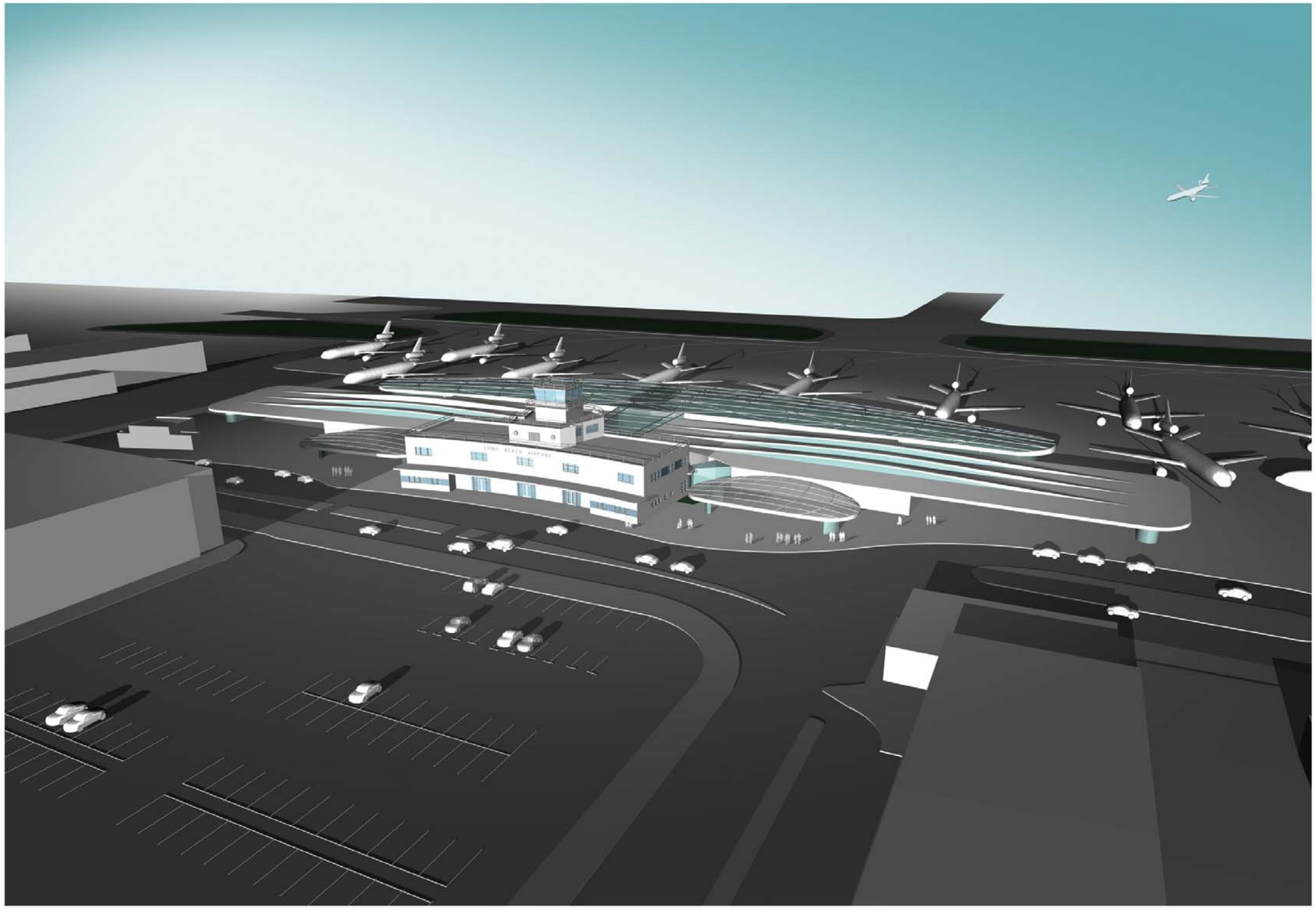
- Any new construction proposed for the Airport building itself or adjacent to it should consider the building's primary and secondary elevations, scale, mass, rhythm, height, form, and architectural details.

- The construction of any new addition, if so proposed, should be done so that there is the least possible loss of historic materials and so that noted character-defining features are not obscured, damage, or destroyed.

- The design of any new construction proposed should be conducted in a manner that makes clear what is original historic fabric and what is new.

- If expansion is proposed for any interior spaces, such work should be conducted in non-character-defining interior spaces rather than within significant notable spaces or erecting a new addition, if possible.

- The overall design of any new building or addition should consider the relationship between the new work proposed and the historic property. The new design should not result in the diminution or loss of the historic character of the resource. Keep in mind that the design of the new work may be contemporary or may reference (not mimic or replicate) design motifs from the historic building. In either case, the new work should always be clearly differentiated from the historic building and be compatible in terms of mass, materials, relationship to solids to voids, and color.



View Perspective of Conceptual Design from Land Side

Exhibit 3.1-1

Long Beach Airport Terminal Area Improvement Project

Source: CH2MHill, HOK, 2005

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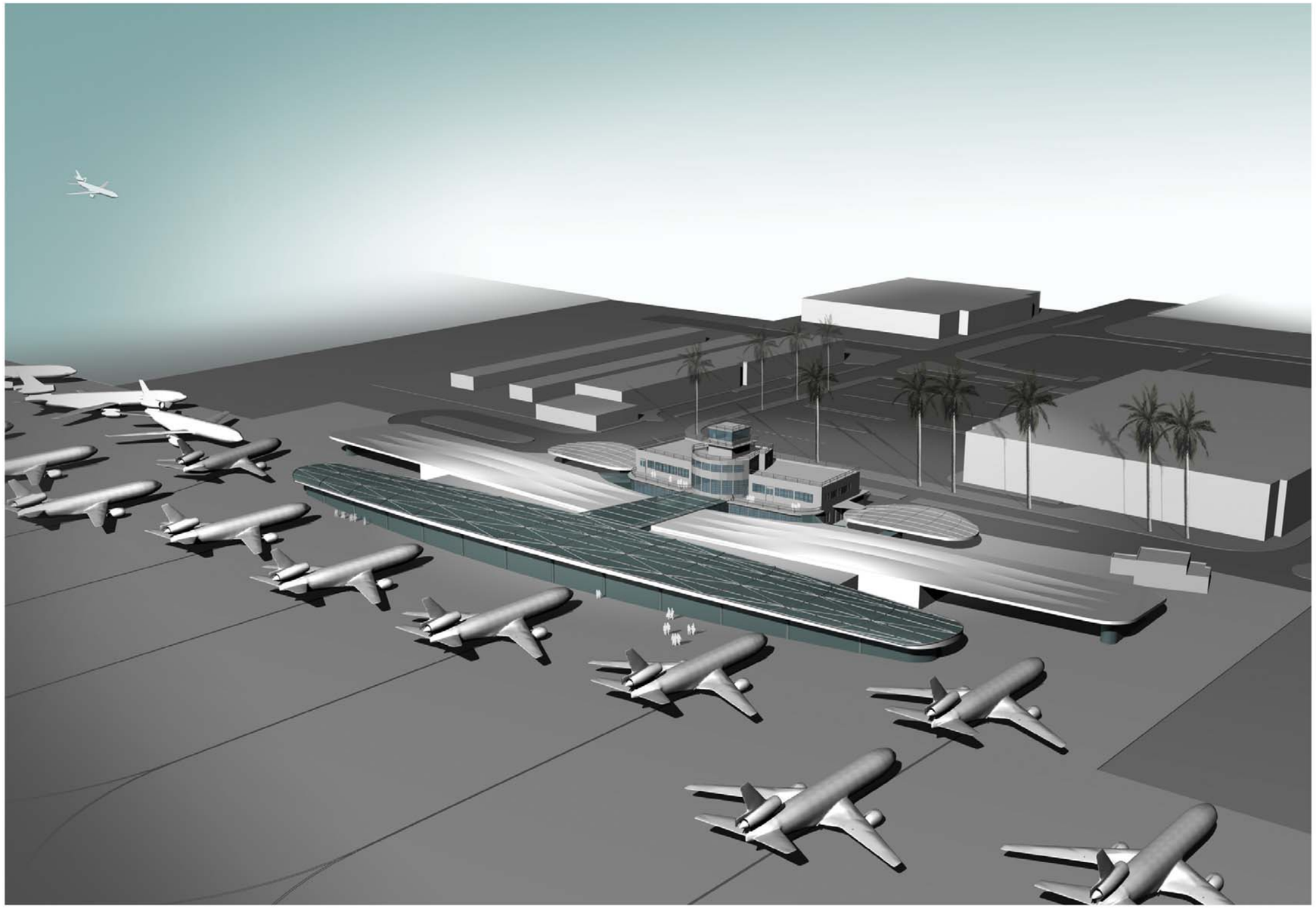

View Perspective of Conceptual Design from Air Side

Exhibit 3.1-2

Long Beach Airport Terminal Area Improvement Project

Source: CH2MHill, HOK, 2005

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- Any new additions and construction proposed should consider the size and scale in relationship to the historic building. The design of the new work may be somewhat taller than the existing building, but should respect the overall scale, massing, and height of the historic property. Its design should be set back from the wall planes of the historic building as to not overpower and dwarf it.

Compliance with SC 3.1-2 and SC 3.1-3, ensuring compliance with the Standards and MOU, would reduce impacts regarding preservation of the aesthetic historical character of the Terminal Building to a less than significant impact.

Zoning Ordinance – The Proposed Project would redevelop the terminal area facilities ensuring that the construction of the new improvements are compatible with the existing historic Terminal Building and would not compromise the historic integrity of the building. The Proposed Project would consolidate uses that are currently dispersed throughout multiple buildings (including permanent and temporary facilities) that do not have a cohesive design. Other improvements include development of an additional parking structure, improvements to the existing parking structure that would be consistent with the Terminal Building's architectural design, and improvements to Parcel O, as described in Section 2.5, Project Description. Finally, all development would be required to comply with the *Development Plan* design guidelines and development standards, ensuring an aesthetically pleasing development that is unified in design and architecture. Compliance with SC 3.1-1, SC 3.1-2, and SC 3.1-3 would ensure project related impacts would be reduced to a less than significant level.

Additional Effects Related to Optimized Flights

Under the Optimized Flights scenario, the aesthetic character would remain unchanged. The improvements to the proposed Airport terminal area and Parcel O would be the same and would not be affected by an increase in flights resulting from the Optimized Flights scenario. There would be no aesthetic impacts related to consistency with plans and policies resulting from the Optimized Flights scenario, no mitigation measures would be required.

Threshold 2: ***Impacts to aesthetics would be considered significant if the project would substantially degrade the existing visual character or quality of the site and surroundings.***

Threshold 3: ***Impacts to aesthetics would be considered significant if it would adversely impact views of the existing Terminal from the airfield and the street.***

Threshold 4: ***Impacts to aesthetics would be considered significant if the height and massing of structural elements of the project would not be compatible with the existing historic Terminal Building and nearby residential neighborhoods.***

These thresholds are discussed together because they all pertain to the aesthetic character of the Proposed Project. Basic to this discussion is an understanding of the sensitive viewsheds that would be influenced by the Proposed Project. The majority of the viewsheds of the Proposed Project site from off-site areas are obstructed due to their distance from the site and the intervening airport facilities. Views from the golf courses to the north and east of the site are obstructed by the intervening roadways and airport facilities, which obstruct views of the terminal facilities. The commercial uses to the south and residential and commercial uses to the

west are obstructed by I-405 and airport support facilities, which obstruct views of the terminal facilities. Residential uses to the east are obstructed by high vegetation from Skylinks Golf Course. The only partial viewshed of the project site is provided from Donald Douglas Drive and Signal Hill. Views from the eastbound travel lane of Donald Douglas Drive provide partial views of the subject site, which consist of the Terminal Building, the parking structure, and other temporary structures used for airport activities. Signal Hill affords views of the entire City, including the Project site. Currently, from Signal Hill there are mid- and long-range views of the Terminal Building with miscellaneous support structures surrounding the Terminal. On the Airport site, views of the terminal area are predominately in the immediate vicinity of the Terminal Building and upon approach to the Airport. Views of the ramp area and back of the Terminal can be seen from the Boeing C-17 area and the west side of the Airport. Parcel O is most visible by motorists along I-405 and from the commercial/business uses adjacent to the Airport.

Construction Related Impacts

Construction-related activities associated with the Proposed Project would predominately be visible by the public as they approach the Terminal Building. Graded surfaces, construction materials, equipment, and truck traffic would be visible. Soil would be stockpiled and equipment for grading activities would be staged at various locations. These visual impacts, although temporary, would degrade the existing visual character and would be considered potentially significant unless mitigated. With implementation of the recommended mitigation pertaining to equipment staging areas and the use of screening, construction-related impacts would be reduced to a level considered less than significant.

Impact 3.1-1 *The Proposed Project would alter views of the project site during construction activities, potentially resulting in short-term aesthetic impacts. Implementation of MM 3.1-1 and MM 3.1-2 would reduce impacts to a less than significant level.*

Project Related Impacts

Implementation of the Proposed Project would alter the existing visual character of the project site. Currently, the terminal area includes the Terminal Building with various permanent and temporary structures which house airport support facilities with varying architectural styles and designs. Implementation of the Proposed Project would redevelop the terminal area, adjacent existing surface parking, and Parcel O at the southern end of the Airport. Refer to Exhibit 2-6, Elevations of Conceptual Design, for an illustration of the elevations for the proposed terminal facilities.

Views of the eastern portion of the project site would remain similar with a surface parking lot for taxis and shuttles immediately east of the Terminal Building. However, proposed modifications to surface lots would include modified access points, refencing, restriping, signage, etc. In addition, a four- to five-story parking structure would be constructed east of the existing parking structure, which would also result in onsite roadway modifications and architectural modifications to the existing parking structure. The proposed parking structure would be approximately 40 to 50 feet in height. Approximately 20 percent of the structure would provide four levels of parking, with the remainder providing five levels of parking. As previously indicated, the placement of the proposed parking structure is east of the existing parking structure. This location protects the view corridor of the Terminal Building from Donald Douglas Drive on approach to the Airport, thereby minimizing potential visual impacts to the Terminal

Building. The proposed façade for the parking structure would complement the Streamline Moderne architectural style of the existing Terminal Building. Exhibit 3.1-3, Visual Simulation – Proposed Parking Structure, provides a visual simulation of the concept design for the proposed parking structure.

The Proposed Project would also modify the existing parking structure, including a new façade to match the new parking structure and complement the architecture of the Airport Terminal. After modifications to the existing parking structure, the façades of the Airport Terminal and parking structures would provide a unified appearance and enhance the aesthetics of the terminal area and the Airport Terminal's identification as a Cultural Heritage Landmark.

Views of the eastern portion of the project site would be altered with the redevelopment of the terminal facilities. While the exterior of the Terminal Building would remain the same, a covered walkway for pick up and drop off would be located north of the main building. The ticketing/queuing area would be south of the Terminal Building with architectural elements similar to the expanded portion of the Terminal Building. The one-story covered baggage claim and security areas would extend further north and south behind the Terminal Building. The covered areas would be linear in design with the similar pillars and window accents as the greeting area and ticketing/queuing area. The baggage claim and security area would obstruct views further west of the holdroom and airplane parking area. Refer to Exhibit 3.1-1, View Perspective of Conceptual Design from Land Side, for an illustration of the eastern elevation of the proposed terminal facilities looking southwest.

Views from the north would be altered in front of the Terminal Building with the development of a turn-about located to the north of the greeting area. Views from the airside (from the west) would be of the holdroom that would extend almost the length of the baggage and security area located behind the Terminal Building. The holdroom would be oblong with the same reflective glass utilized on the landside of the Terminal Building. Refer to Exhibit 3.1-2, View Perspective of Conceptual Design from Air Side, for an illustration of the western elevation of the proposed terminal facilities looking northeast. While views across the project site would be modified, analysis has concluded that future development would not significantly alter the visual character of the project site nor would it be considered degradation to the visual character of the site or the surroundings.

As previously indicated in the introduction to the analysis of these thresholds, the majority of the viewsheds of the project site from off-site areas are obstructed due to their distance from the site and the surrounding airport facilities, which obstruct views of the terminal facilities. Signal Hill affords views of the entire City, including the Project site. However, these views would not be adversely affected because they would be mid-range to distant views. Currently, views from Signal Hill are of the Terminal Building with miscellaneous support structures surrounding the Terminal. The Proposed Project would be consistent with the overall character of the Airport and would not substantially alter the viewshed. Implementation of the Proposed Project would create one linear facility that would be cohesive in design and would improve the overall aesthetic character of the Project site. Therefore, off-site view impacts would be less than significant.

Another component of the project is the development of Parcel O for temporary vehicular parking during the construction of the proposed parking structure and for aircraft tie-down for the general aviation aircraft relocated from Million Air. As part of the Parcel O development, small aircraft hangars may be constructed. Generally, there are limited views of Parcel O from surrounding land uses. I-405 extends along the southern edge of the parcel and acts as a barrier for views from the uses south of the Airport. The existing berm constructed west of Clark

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Visual Simulation – Proposed Parking Structure

Exhibit 3.1-3

Long Beach Airport Terminal Area Improvement Project

Source: ARB, Focus 360, 2005

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Avenue would limit views of Parcel O from the residential development east of Clark Avenue. Therefore, due to the limited views and exposure of sensitive uses, light and glare impacts are considered to be less than significant.

Additional Effects Related to Optimized Flights

Under the Optimized Flights scenario, the aesthetic character would remain unchanged. The improvements to the proposed Airport terminal area would be the same and would not be affected by an increase in flights resulting from the Optimized Flights scenario.

Threshold 5: Impacts to aesthetics would be considered significant if the project includes reflective glass with a reflectivity greater than 20 percent.

Construction Related Impacts

Short-term light and glare impacts associated with construction activity would likely be limited to nighttime lighting necessary for security purposes. There are no residential uses in close proximity to the development site that would be affected by the lighting. All security lighting would need to comply with FAA requirements to avoid spill over that would affect pilots. Additionally, shielding of lighting would be required to avoid impacts to motorist access the Airport or on adjacent streets. Therefore, Mitigation Measure 3.1-2 is recommended to reduce potential construction-related light and glare impacts to less than significant levels.

Project Related Impacts

Light and glare associated with the existing project site is presently generated by the existing terminal facilities. Implementation of the Proposed Project would increase the size of the terminal facilities by approximately 44,530 square feet, resulting in a greater amount of light emanating from the interior. Additionally, there would be lighting associated with improvements, such as the parking structure and uses in Parcel O. The Proposed Project would be required to comply with applicable regulations associated with light and glare as set forth in the zoning ordinance and FAA. Implementation of the recommended mitigation measures would ensure that light and glare would not result in air safety hazards, resulting in less than significant impacts in this regard.

Impact 3.1-2 *The Proposed Project would result in construction activities and expansion of the terminal facilities. This could result in light and glare impacts associated with security lighting and light emanating from the proposed improvements. The short-term and long-term light and glare impacts would be reduced to a less than significant level with implementation of MM 3.1-2 through MM 3.1-4.*

Additional Effects Related to Optimized Flights

Under the Optimized Flights scenario, the improvements to the proposed Airport terminal area would be the same and would not be affected by an increase in flights resulting from the Optimized Flights scenario. No additional improvements are proposed to serve the Optimized Flights scenario. Therefore, the Optimized Flights scenario would not result in any additional effects to the aesthetic character of the area and no additional mitigation measures would be required.

Alternative A (2003 NOP)

Construction Related Impacts

Construction activities associated with Alternative A would be similar as to those described for the Proposed Project. The type of facilities and construction techniques would be the same. Therefore, the overall type and magnitude of impacts would be expected to be about the same. Impacts 3.1-1 and 3.1-2 would both be applicable to Alternative A. Implementation of the standard conditions and mitigation measures identified in Section 3.1.3, Mitigation Program, below would reduce potential impacts to aesthetic resources to a level considered less than significant.

Project Related Impacts

As with the Proposed Project, construction of Alternative A would result in similar aesthetic and visual resource impacts to the Airport Terminal Building and adjacent areas, including Parcel O. Compared to the Proposed Project, there are minor reductions in square footage associated with Alternative A. The reduction in square footage would only represent about a five percent reduction. This incremental reduction would not substantially reduce the overall character of proposed improvements.

Implementation of the standard conditions and mitigation measures identified in Section 3.1.3, Mitigation Program, below would reduce potential impacts to aesthetic resources to a level considered less than significant.

Additional Effects Related to Optimized Flights

Under the Optimized Flights scenario, the improvements to the proposed Airport terminal area would be the same and would not be affected by an increase in flights resulting from the Optimized Flights scenario. Since there would be no additional modifications associated with the Optimized Flights scenario there would be no additional effects and no additional mitigation measures would be required.

Alternative B (Reduced Facilities)

Construction Related Impacts

Construction activities associated with Alternative B would be similar as to those described for the Proposed Project. Since the type of facilities and construction techniques would be the same, the overall type and magnitude of impacts would be expected to be about the same. Impacts 3.1-1 and 3.1-2 would both be applicable to Alternative B. Implementation of the standard conditions and mitigation measures identified in Section 3.1.3, Mitigation Program, below would reduce potential impacts to aesthetic resources to a level considered less than significant.

Project Related Impacts

Construction of Alternative B would result in similar aesthetic and visual resource impacts to the Airport Terminal Building and adjacent areas, including Parcel O. This alternative proposes an approximately 23 percent reduction in square footage compared to the Proposed Project. As a result the mass of the buildings would be reduced. Given that the reduction is relatively

substantial, the difference would be noticeable; however, no significant impact associated with building mass was identified for the Proposed Project.

Implementation of the standard conditions and mitigation measures identified in Section 3.1.3, Mitigation Program, below would reduce potential impacts to aesthetic resources to a level considered less than significant.

Additional Effects Related to Optimized Flights

Under the Optimized Flights scenario, the improvements to the proposed Airport terminal area would be the same and would not be affected by an increase in flights resulting from the Optimized Flights scenario. Since there would be no additional modifications associated with the Optimized Flights scenario there would be no additional effects and no additional mitigation measures would be required.

Alternative C (No Project)

Construction Related Impacts

Alternative C would not result in any construction related impacts because it does not propose any construction activities. No construction related impacts would occur and no mitigation would be required.

Project Related Impacts

Alternative C would not result in any modifications to the Airport facilities; therefore, there would be no direct aesthetic impacts associated with this alternative. However, temporary buildings would remain. This would result in the continuation of the lack of a unified visual character for the terminal area facilities. Additional fencing or other improvements could be required with this alternative to accommodate TSA's requirements to separate passengers that have completed the security screening process prior to boarding the aircraft from others. The potential visual impacts associated with subsequent improvements are not known at this time. It is assumed separate CEQA documentation would be completed in conjunction with any future improvements that may be necessary.

Additional Effects Related to Optimized Flights

Operation of the Optimized Flights scenario would not result in any aesthetic impacts because no changes to the existing Terminal or ground disturbance would be required. Therefore, no new effects would result from implementation of the Optimized Flights scenario and no mitigation would be required.

3.1.3 MITIGATION PROGRAM

Project Design Features

PDF 3.1-1 The Guiding Principals have been used in the development of the conceptual design plan. As part of final design, the requirements outlined in these documents, which are named below, would provide guidance to protect the historic integrity of the existing terminal. This also serves to ensure a unified appearance and enhance the aesthetics of the terminal area. The Guiding

Principals include: (1) May 7, 1990, memorandum of understanding (MOU) by the Neighborhood and Historic Preservation Officer for the City of Long Beach providing guidelines for future environmental review of the Airport Terminal Building; (2) Secretary of the Interior's standards for rehabilitation of historic buildings;(3) Development and Use Standards for the Long Beach Airport Terminal Planned Development Plan Ordinance adopted by the City Council on September 2, 1997; (4) the City's Cultural Heritage Ordinance (Chapter 2.63 of the Municipal Code); and (5) a memorandum on considerations for new construction prepared by PCR (June 22, 2005). These documents all provide guidance on development standards for terminal area improvements and are included in Appendix B.

Standard Conditions and Requirements

SC 3.1-1 Prior to building plan approval, the Planning Commission shall ensure that all development complies with the development standards and design guidelines contained in Ordinance No. C-7496, *Development and Use Standards for the Long Beach Airport Terminal Planned Development Plan (PD-12).*

SC 3.1-2 Prior to building plan approval, the Cultural Heritage Commission shall ensure that any new construction proposed adjacent to the Terminal Building or attached onto it shall comply with the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic buildings, and more specifically, the Secretary of the Interior's Standards for Rehabilitation (Standards).

SC 3.1-3 Prior to building plan approval, the Cultural Heritage Commission shall ensure that all development shall comply with the May 7, 1990 MOU adopted by the City Council and Cultural Heritage Commission providing guidelines for future environmental review of the Airport Terminal Building (the MOU is contained in Appendix B).

Mitigation Measures

MM 3.1-1 During construction activities, the construction contractor shall ensure that construction materials and equipment staging areas be located away from existing residential uses and, when feasible, appropriate screening (i.e., temporary fencing with opaque material) shall be used to buffer views of the construction site.

MM 3.1-2 During construction activities, the construction contractor shall ensure that temporary construction-related security lighting shall be arranged so that direct rays will not shine on or produce glare for adjacent street traffic and residential uses. The light fixtures specified for the Project design must comply with the standard of the Illuminating Engineering Society for full cutoff capability.

MM 3.1-3 Prior to building plan approval, the Planning Commission shall ensure that all exterior lighting be designed and located as to avoid intrusive effects on the runway operations, so as not to result in an air safety hazard. Low-intensity street lighting and low-intensity exterior lighting shall be used throughout the

development to the extent feasible. Lighting fixtures shall use shielding, if necessary to prevent spill lighting on adjacent off-site uses.

MM 3.1-4 Prior to building plan approval, the Planning Commission shall ensure that all development projects use reflective glass that is less than 20 percent and all other materials used on exterior buildings and structures shall be selected with attention to minimizing reflective glare.

3.1.4 LEVEL OF SIGNIFICANCE AFTER MITIGATION

All potentially significant aesthetic and visual resource impacts associated with the Proposed Project would be reduced to a level considered less than significant with implementation of the mitigation program identified above in Section 3.1.3.